

No. 583 號三零百八千五第 日九初月五閏年子丙緒光 HONGKONG, FRIDAY, JUNE 30th, 1876. 五拜禮 號十三月六英 港香. [PRICE \$24 PER MONTH]

Intimations

FOR SHANGHAI.

THE Steamship
"OHINKIANG,"
J. Hogg, Master, will be despatched
above Port **THIS DAY (Friday)** at
2 p.m.
For Freight or Passage, apply to
SIEMSEN
1004 Hongkong, 30th June, 1891.

G AND CHINA
BANK LIMITED

THE TRANSFER BOOKS of the company will be **CLOSED** from the 23rd proximo, both days inclusive. A. N.

COALS.
LIAN AGRICULT

A PAN Y'S COAL FOR SALE
suit purchasers—\$10 per ton.
Apply at the Gas Works, West
of 1001 Hongkong, 30th June.

COALS.
BEST SYDNEY COAL FOR SALE
to suit purchasers—\$10 per ton.
Apply at the Gas Works, West
of 1002 Hongkong, 30th June.

DOR COMP

ON and after July 1st the Rate of our NATURAL ICE will be THREE QUARTERS OF A POUND.

During the Summer the Ice is open daily (Sunday excepted) from 8 P.M. : on Sundays from 5 to 8 P.M. ONLY.

J. F. Ives, Havana.

ED, on board of the

CARDIFF COALS. Tenders will
be addressed to the Commander of t
of the Portuguese Consulate.
with arrival of two *Tygo*, for the pr
and bound to Hongkong.
The Coals must be put into the
A. ALI
if 976 24th June, 1876.

of WINES and S

OIL
 ALLOW.
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 & Co.

GIG, in
 Smiles and
 and Knives

(Signed) _____ (Ad)

Agents and
 General Office.
 G.
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 is Agents.
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 & Co.
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BUSS.
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 BERS.
 1875, upon
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NEES of Cargo by the
ner are requested to

<p> INSER- (ATION) </p>	<p> Bills of Lading for Counterdischarge Underbonded, and to take imbursement of their Goods. Cargo impeding the Discharge loaded and stored at Consignee's expense. </p>
<p> THIRD </p>	<p> GIBB, LIVINGSTONE & Co. Agents of 995 - Hongkong, 28th June, 1901. COUNTERDISCHARGE BY BILLS OF LADING </p>

**AGENCE DES MESS
MARITIMES.**

NOTICE.
CONFIRMATION OF Cargo
INSURANCE from London, with the above Stowage, and that the Goods are being insured at their risk at the Company's Goods delivery may be obtained from 28th inst. at Noon.
 Optional Cargo will be forwarded on the 29th inst. before 2.00 P.M., the 29th inst. requesting it to be landed there.
 Bills of Lading will be countersigned.
 Underigned.
 Goods remaining loaded at 10.00 AM on the 28th July 1904 to be sent and landing of cargo.
 No Fire Insurance has been effected.
 G. de OBAL
 304, Hongkong 29th July 1904.
 COMPAGNIE DES MESSAGERIES MARITIMES.

NEES of the following
ted to send in their

to the undersigned for counters
take immediate delivery; this Ca
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No fire insurance has been effecte
G. DE CHAMPELAIN

Ex Steamship Agency, March
TEL No. 28 1 case
from
Ex Steamship Agency, And. May
P. P. 23 Key West, Fla.
at Steamship America, Mich
F&C 191 bues
+ cases
CJPL + cases
OJPL 4 boxes
No mark 8 boxes
At New York Ex Ship multip
No mark 16

MAIL 1896 (1897)

THE CHRONICLE AND DIRECTORY FOR 1876.

With which is incorporated THE CHINA DIRECTORY.

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What is pardoned for giving it the name of "Gulliver's Travels" or the adventures of the "Swiss Family Robinson." Without, however, giving credence to the marvels of which Captain LAWSON brings it is safe to assume that the interior of New Guinea is well worth exploring, though the task seems to offer difficulties of an ordinary kind. The vegetation is dense and in many parts impenetrable, the inhabitants are not always to be trusted, and snakes and wild animals are abundant, while the climate, on the low lying coast at all events, where the jungle is thick, is certainly not so healthy as it might be. A range of lofty mountains has been discovered, but it lies far in the interior, and may be exceedingly difficult to reach. But it is worth while to make the attempt. The great probability is that a fertile and healthy district will be discovered, and the fauna and flora may present some very interesting features. Any exploring expedition to be successful, however, should not only be fitted out with regard to expense, but should be well armed, strong in numbers, and provided with efficient guides and interpreters. Any explorers who succeed in opening up New Guinea in the interests of geographical knowledge will deserve well of the civilized world.

But the question arises, is the French Government about to embark on this enterprise in the interests of science and geography alone? Latterly the French have shown a disposition to extend their colonial possessions, in spite of the fact that "colonization" they have ever proved failures. But they have certainly during the past few years made great progress in Cochinchina, and by degrees acquiring sole power in that country. They have conquered New Caledonia, one of the largest islands in the Pacific, into a penal settlement, and its proximity to New Guinea would enable them to draw supplies for their projected expedition in the latter island, and allow them to effect a settlement upon it with little difficulty if the results of the exploration made it appear desirable. They have been attempting for some time to establish themselves in the New Hebrides and the Solomon Group. The stir made about New Guinea by the Australians has at length, as we foresaw it would, attracted the attention of others to it, and the danger apprehended by them of a foreign Power taking possession of the country is no longer a remote or possible contingency, but has become a palpable probability.

In advancing the annexation of New Guinea by the British Government we were influenced solely by this consideration. The territory, at present, is not needed for purposes of colonization, and may not be for a generation to come, but it is in the highest degree undesirable that any other Power should be established on the Torres Straits. To guard against such a chance it was the duty of the British Government to have taken formal possession of Eastern New Guinea, and it was the duty as well as the interest of the Australian Colonies to have raised such an agitation on the subject as would have sufficed to convince Lord CAMERON of the strength of their desire for its incorporation with the British dominions. It may not be too late to take action now, but between them they have certainly managed to drive it to the eleventh hour. If the French explorers find the country sufficiently inviting they will hardly fail to hoist their flag and take possession. The projected trading company forming in England will find its occupation gone. All expeditions will prove too late. While England and Australia have been talking, France has been acting. Nothing has been said about the proposed expedition, but it has been quietly equipped, and will shortly sail. If the Australians wish to prevent the tri-colour from waving on the coasts of New Guinea they must lose no more time. The question is one that mainly affects their future as a nation; it would be the greatest folly to neglect it. If they fail to act with promptitude and energy now they will deserve whatever evils may ensue through the occupation of New Guinea by France.

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POLICE INTELLIGENCE.

REPORT OF THE HON. C. MAY.

ON 29th JUNE.

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The Inspector said that the prisoners were lowering their boat from the side of the ship by means of a single rope, and were fast between the legs, which, he said, would have caused them to be killed.

The prisoners said all the sheep taken out of the sheep pen were in the same way, and he could not do the same.

Inspector GRIMES said he spoke to the other officer about it, and he promised to prevent such cruelty in future.

The prisoner named under whom the prisoners were being pressed was told by Mr. MAY that he should have provided a belt to sling the sheep.

The prisoners were fined ten shillings each, in default of 14 days of hard labour.

CHONG AIL, master stevedore in a quarry at Causeway Bay, was charged with assaulting a constable in the street.

It appears that the prisoner was hunting stone in the quarry after hours, and P.O. PEAN, in charge of Whitefield Station, sent the constable to stop him.

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